



Air Line Pilots'  
Association of JAPAN

# ALPA Japan Technical Information

## 日乗連技術情報

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### SID/STAR 飛行時の規則変更について

ドイツ国内における

(2020年12月3日より有効)

ドイツ国内で SID/STAR を飛行する場合の規則が変更になりましたので、お知らせします。

2020年12月3日発効のドイツ AIP によると、SID/STAR を飛行する航空機が管制官から上昇率/降下率の指示を受けた場合、SID/STAR 上の速度制限並びに高度制限は自動的に解除されます。

以下に、GERMANY AIP GEN 3-4-41 記載の文書を抜粋します。

**“A clearance containing rates of descend cancels all published level and speed restrictions of the STAR.”** (SID についても同様の記述あり)

#### ATC 例

1. *“DESCEND VIA STAR TO (level), CANCEL LEVEL AND SPEED RESTRICTIONS [AT (point)], RATE OF DESCENT (number) FEET PER MINUTE”*

→ この場合、指示は明確で分かりやすくなっています。

2. *“DESCEND TO (level) AT (number) FEET PER MINUTE”*

→ この場合も、今回の改訂で速度制限や高度制限は自動的に解除されることとなります。もし疑義がある場合は、管制官に確認してください。

次ページ以降に 2020年12月3日発効のドイツ AIP 該当ページを記載していますので、そちらも合わせてご確認ください。

#### 今改訂の背景について

2016年の ICAO による「Descend via」「Climb via」への変更当初から、ドイツ国内では上昇率/降下率との関係を課題としていたことが規則変更の背景にあります。ICAO では以前からドイツの主張を認識していたものの、これまで用語の浸透を優先して実施してきました。ドイツの航空交通管制では特に降下率の指定をするケースが多く、結果として今回の改訂を決断しました。

IFALPA は、この課題に関して何らかの見解を出す方向で議論しています。

以上

Deutsche Sprechgruppen German Phraseology L – Luftfunkstelle B – Bodenfunkstelle	Englische Sprechgruppe English Phraseology A – Aircraft radio station G – Ground radio station
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**Anmerkung:** Der Ausdruck MAINTAIN ist bei Anweisungen an Luftfahrzeuge zu Höhenwechseln nicht anstelle von DESCEND oder CLIMB zu nutzen.

**Note:** The term MAINTAIN shall not be used instead of DESCEND or CLIMB when instructing an aircraft to change level.

7.23 Flughöhenwechsel, Sink- / Steigraten  
Level changes, rates of climb / descent

G: **CLIMB/DESCEND** (followed as necessary by)  
– (level)

– **IMMEDIATELY**

– **TO REACH** (level) **AT** (time or significant point)

– **AT** (figures) **FEET PER MINUTE / OR GREATER / LESS** \*(restrictions)\*

– **AT ASSIGNED RATE** \*UNTIL PASSING (level)\*

– **AND MAINTAIN BLOCK** (level) **UNTIL** (level)

G: **WHEN READY CLIMB / DESCEND** (level) \*REPORT LEAVING (level)\*

A: **CLIMB / DESCEND** (level) **MAINTAINING** (level) \*WILCO\*

G: **WHEN READY DESCEND TO REACH** (level) **AT** (significant point)

G: **WHEN READY DESCEND** (level) **TRACK MILES** (NM from touchdown) **COMMENCE CDO**

G: (distance) **MILES TO FLY**

G: **RESUME NORMAL RATE OF DESCENT / CLIMB**

G: **REPORT LEAVING / REACHING / PASSING** (level)

A: **REQUEST LEVEL CHANGE / CLIMB / DESCENT AT** (time or significant point)

G: **EXPECT LEVEL CHANGE / CLIMB / DESCENT**

– **FROM** (unit)

– **AT** (time or significant point)

– **AFTER PASSING** (significant point)

– **IN** (figures) **MINUTES**

G: **STOP CLIMB / DESCENT AT** (level)

G: **CONTINUE CLIMB / DESCENT** (level)

G: **EXPEDITE CLIMB / DESCENT UNTIL PASSING** (level)

7.24 Freigaben auf Abflugstrecken mit Höhen- und/oder Geschwindigkeitsbeschränkungen  
Clearances on a SID with published level and/or speed restrictions

G: \*CONTINUE\* **CLIMB VIA SID** (level)

This requires the aircraft to:

1. Climb to the cleared level in accordance with published level restrictions;

2. Follow the lateral profile of the procedure; and

3. Comply with the published speed restrictions or ATC-issued speed control Instructions as applicable.

G: \*CONTINUE\* **CLIMB VIA SID** (level) **CANCEL LEVEL / SPEED RESTRICTION(S)** \*AT (significant point)\*

This phraseology means that:

1. The lateral profile of the procedure continue to apply and

2. Speed or level restrictions which have not been referred to will continue to apply

Phraseologies for variations to lateral profile of the SID:

a) **PROCEED DIRECT** (waypoint), or

b) further vectoring instructions

These phraseologies mean that:

Speed and level restrictions associated with the bypassed waypoints are cancelled.

G: **CLIMB UNRESTRICTED** (level)

**Anmerkung 1:** Die Freigabe UNRESTRICTED bedeutet, dass der Luftfahrzeugführer nicht verpflichtet ist, die Flughöhen- und Geschwindigkeitsbeschränkungen der SID bis zur freigegebenen Flughöhe einzuhalten. Eine Geschwindigkeitsbeschränkung aufgrund der Luftraumklasse wird damit nicht aufgehoben.

**Note 1:** The clearance UNRESTRICTED means that the pilot is not obliged to comply with the level and speed restrictions of the SID up to the cleared level. A speed limit due to the airspace class is not cancelled.

**Anmerkung 2:** Eine Freigabe in Verbindung mit einer Steigrate hebt alle veröffentlichten Höhen- und Geschwindigkeitsbeschränkungen der SID auf.

**Note 2:** A clearance containing rates of climb cancels all published level and speed restrictions of the SID.

**Anmerkung 3:** Falls auf Abflugstrecken keine weiteren Höhen- und/oder Geschwindigkeitsbeschränkungen veröffentlicht sind, soll die Sprechgruppe **CLIMB** (level) verwendet werden.

**Note 3:** If there are no remaining published level and/or speed restrictions on the SID, the phrase **CLIMB** (level) shall be used.

**Anmerkung 4:** Ein PDG stellt keine Höhenbeschränkung im Sinne der SID-/STAR Sprechgruppen dar.

**Note 4:** A PDG does not constitute a level restriction in terms of SID-/STAR-phraseology.

Phraseology to return to SID:

G: **EXPECT TO REJOIN SID** \*(designator)\* \*AT WAYPOINT\*

G: **REJOIN SID** \*(designator)\* \*AT WAYPOINT\*

This phraseology means that:

Speed and level restrictions associated with the waypoint where the rejoin occurs, as well as those associated with all subsequent waypoints must be complied with.

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7.25 Freigaben auf Einflugstrecken (STAR/TRANSITION) mit Höhen- und/oder Geschwindigkeitsbeschränkungen  
Clearances on a STAR/TRANSITION with published level and/or speed restrictions

G: **CLEARED** (designator) **ARRIVAL/TRANSITION**

G: \*CONTINUE\* **DESCEND VIA STAR/TRANSITION** (level)

This requires the aircraft to:

1. Descend to the cleared level in accordance with published level restrictions;
2. Follow the lateral profile of the procedure; and
3. Comply with published speed restrictions or ATC-issued speed control instructions as applicable

G: \*CONTINUE\* **DESCEND VIA STAR/TRANSITION** (level) **CANCEL LEVEL / SPEED RESTRICTION(S)** \*AT (waypoint)\*

This phraseology means that:

1. The lateral profile of the procedure continues to apply and
2. Speed or level restrictions which have not been referred to will continue to apply.

Phraseologies for variations to lateral profile of the STAR:

- a) **PROCEED DIRECT** (waypoint), or
- b) **VECTORING**

These phraseologies mean that:

Speed and level restrictions associated with the bypassed waypoints are cancelled.

G: **DESCEND UNRESTRICTED** (level)

Anmerkung 1: Die Freigabe 'UNRESTRICTED' bedeutet, dass der Luftfahrzeugführer nicht verpflichtet ist, die Flughöhen- und Geschwindigkeitsbeschränkungen der STAR/TRANSITION bis zur freigegebenen Flughöhe einzuhalten. Eine Geschwindigkeitsbeschränkung aufgrund der Luftraumklasse wird damit nicht aufgehoben.

Note 1: The clearance 'UNRESTRICTED' means that the pilot is not obliged to apply to the level and speed restrictions of the STAR/TRANSITION down to the cleared level. Speed restrictions due to the airspace class are not cancelled.

Anmerkung 2: Eine Freigabe in Verbindung mit einer Sinkrate hebt alle veröffentlichten Höhen- und Geschwindigkeitsbeschränkungen der STAR auf.

Note 2: A clearance containing rates of descend cancels all published level and speed restrictions of the STAR.

Anmerkung 3: Falls auf Einflugstrecken (STAR/TRANSITION) keine weiteren Höhen- und/oder Geschwindigkeitsbeschränkungen veröffentlicht sind, soll die Sprechgruppe **DESCEND** (level) verwendet werden.

Note 3: If there are no remaining published level and/or speed restrictions on the STAR/TRANSITION, the phrase **DESCEND** (level) shall be used.

Phraseology to return to SID/STAR:

G: **EXPECT TO REJOIN STAR/TRANSITION** (\*designator\*) \*AT WAYPOINT\*

G: **REJOIN STAR/TRANSITION** (\*designator\*)\*AT WAYPOINT\*

This phraseology means that:

Speed and level restrictions associated with the waypoint where the rejoin occurs, as well as those associated with all subsequent waypoints must be complied with.

7.26 Wenn Steig- / Sinkflug unter Einhaltung eigener Staffelung und Sichtflugwetterbedingungen gewünscht wird  
To require an aircraft to climb or descend maintaining own separation and VMC

G: **MAINTAIN OWN SEPARATION AND VMC** (limitation) (traffic)

A: **REQUEST VMC DESCENT / CLIMB**

7.27 Spezifizierung von Reiseflughöhen  
Specification of cruising levels

G: **CROSS** (significant point) **AT / ABOVE / BELOW** (level)

G: **CROSS** (significant point) **AT** (time) **OR LATER / BEFORE AT** (level)

G: **CROSS** (distance) **MILES DME** \*(direction)\* **OF** (name of DME station) **AT / ABOVE / BELOW** (level)

G: **CROSS** (distance) **MILES GNSS** \*(direction)\* **OF** (significant point) **AT / ABOVE / BELOW** (level)

G: **ADVISE IF ABLE TO CROSS** (significant point) **AT** (time) / (level)

7.28 Nutzung der eingestellten Flughöhe  
Use of selected level

G: **CHECK SELECTED LEVEL. CLEARED LEVEL IS** (level)

A: **CLIMBING / DESCENDING / MAINTAINING** (level) \*(appropriate information on selected level)\*

7.3 Anweisungen  
Instructions

7.31 Kursanweisungen  
Heading instructions

G: **LEAVE** (significant point) **HEADING** (three digits) \*e.g.: AT (time)\*

G: **CONTINUE HEADING** (three digits)

G: **CONTINUE PRESENT HEADING**

G: **FLY HEADING** (three figures) \*WHEN ABLE PROCEED DIRECT (designator) (significant point)\*

G: **TURN LEFT / RIGHT** (figures) **DEGREES / HEADING** (three digits)

G: **TURN LEFT / RIGHT IMMEDIATELY** (number of degrees) **DEGREES / HEADING** (three figures)

**TO AVOID \*UNIDENTIFIED\* TRAFFIC** (bearing by clock-reference and distance)

G: **MAKE A LEFT / RIGHT THREE SIXTY** \*(reason)\*